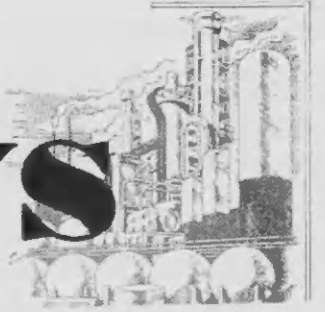


Aruba Esso News

VOL. 23, No. 7

PUBLISHED BY LAGO OIL & TRANSPORT CO., LTD.

April 7, 1962



Lago-Sponsored Youth Activities Building Under Construction Near Park

Construction of a youth activities building has begun in San Nicolas. When completed, the building will serve the Aruba community in the same public manner as the Lago Sport Park, which stands immediately east of the Lago-sponsored youth building.

The youth activities building will meet a definite community need for a gathering place for all organizations, groups and clubs. The building will contain meeting rooms, activity rooms and handicraft rooms. Its design will afford auditorium space facing a raised stage. Offices will occupy another section of the building along with lavatory facilities.

At the onset, the administration of the building and the scheduling of room occupancy will be handled by the secretary of the Young Men's Christian Association, who will also have his office in the new building. It is also planned to make the building available for events open to the public.

In substance, the Lago-sponsored project creates a facility that, in the main, is public and is for the public good, and can be scheduled by community groups at their wish. Tentative completion date is July 1.

Division Superintendent Posts Go to R. E. Boyack, A. T. Willis in Mechanical

Robert E. Boyack and Allan T. Willis have been named to division superintendent positions in Mechanical-Administration. The promotions were effective April 1.



R. E. Boyack

A. T. Willis

Mr. Boyack, promoted to division superintendent-Crafts, started with Lago Jan. 23, 1948, as a junior engineer in Mechanical-Administration. By Jan. 1, 1954, he had risen to group head B-Craft Maintenance Engineering. He was promoted to supervising engineer-Planning and Engineering in October, 1957. On several occasions he acted as division superintendent of Technical Administration.

Mr. Willis, promoted to division superintendent-Technical Administration, joined the company Feb. 25, 1948, as a Mechanical-Storehouse

(Continued on page 3)

Polio Booster Shots Should Be Taken Every Two Years

Booster injections for protection against poliomyelitis should be taken at least once every two years, Lago's Medical Department advises.

Although the disease rarely occurs in Aruba, it is still prevalent in the Americas, Europe and elsewhere. People who plan to travel to these areas should particularly avail themselves of polio booster injections if the last one taken was in 1960 or earlier.



WEST OF the Lago Sport Park is the beginning construction of the Lago-sponsored youth activities building.

PABAO DI Lago Sport Park tin principio di construccion di e centro juvenil bao auspicio di Lago.

Lago Is Commended for Role in Making Junior Achievement Success in Aruba

Junior achievers, members of the J.A. Advisory Board and representatives of the two counselling firms assembled at the Astoria Restaurant March 21 for the first J.A. awards dinner. During the program, a plaque was presented to Vice President F. C. Donovan in recognition of Lago's sponsorship of the J. A. Manufacturing Company in San Nicolas. A similar plaque was presented to E. Zadoks, who represented the Aruba Trading Company which sponsored the Pioneer Plastics Company in Oranjestad.

Recognized also at the gathering were the adult advisers to the two companies and outstanding junior achievers. Marcial Ibarra, sales manager of Pioneer Plastics, and Antonio Bryson, president of J. A. Manufacturing, received the top junior executive awards. Achiever awards went to Urania Jermin, sales manager of J. A. Manufacturing, and Jose Blom, Pioneer Plastics director.

Five of the six advisers honored are employees of Lago. J. A. Manufacturing Company advisers were A. Theysen, R. V. Dorwart and J. J. Halfaker. Advisers for Pioneer Plastics were H. Steenhuisen, I. J. Chin and M. H. Henriquez. All are Lago employees except Mr. Steenhuisen who is associated with Aruba Trading.

Companies Liquidated

Both the J. A. Manufacturing Company and the Pioneer Plastics Company have liquidated after having successfully marketed, produced and sold hundreds of guilders worth of useful goods.

The San Nicolas company had Fls. 1957.25 in net sales of attractive hurricane lamps. After deducting labor and material costs and operating expenses, the company showed a net profit of Fls. 547.43. Of this total, Fls. 53.50 went to shareholders in the form of a cash dividend of Fls. 0.25 a share for the 214 shares outstanding.

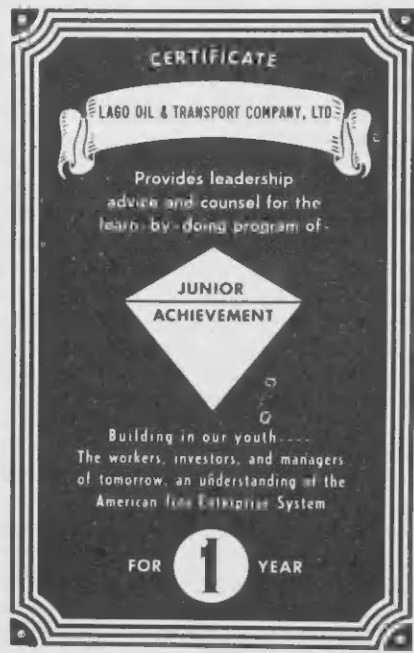
Pioneer Plastics, which manufactured vanity mirrors, had net sales of Fls. 1338.25. After expenses were deducted the company had a net profit of Fls. 285.78. The dividend paid shareholders was Fls. 0.25 a share for the 181 shares outstanding.

Both companies also reclaimed shares from shareholders at the par value of Fls. 1 each. All surplus monies, after shares were liquidated and dividends paid, were donated to the Junior Achievement Advisory Board. These funds will assist the board in the forming of new J.A. companies which in turn will be liquidated after six months of operations.

The Junior Achievement movement in Aruba was co-sponsored by the

Aruba Society for Mental Health and the Rotary Club of Aruba. An advisory board, headed by T. F. Haggerty, inaugurated the movement in Aruba with two pilot companies and the two counselling firms, Lago and Aruba Trading.

Junior Achievement is a well-established program in the United States, and elsewhere, designed to teach teenagers the free-enterprise system. They learn this by doing. The J. A. companies are businesses in miniature. They select the product they intend to manufacture, secure capital through the sale of shares of stock in their companies, elect company officers, set up production schedules and operations, and market their products with organized sales campaigns. Junior Achievement companies are generally liquidated after being in business for six months. This enables new groups of young people to participate in companies they form.



IN RECOGNITION of Lago's role as a counselling firm to a Junior Achievement company, this plaque was presented to the Company.

EN RECONOCIMIENTO di Lago su actividad como firma consultante di un compania di Junior Achievement, e plachi aki a worde presentá na e Compania.

Public Relations To Conduct Contest

Employee-Taken Color Transparencies Sought for 1963 Lago Family Calendar

Color photographs taken by employees will again be featured in the Lago family calendar. Twelve scenes of Aruba will illustrate the 1963 calendar and will be selected in a contest conducted by the Public Relations Department. The employee-taken photographs will be judged in a competition similar to the calendar contests that produced the appealing photographs for the 1959, 1960 and 1962 calendars.

Department judges will select suitable color transparencies and will award employees who submit prize-winning photographs Fls. 100 for each effort.

Color transparencies of any size, depicting any Aruba subject and taken by Lago employees or annuitants are eligible for the cash prizes. The contest to select the twelve photographs is open now and entries will be accepted until May 31.

Calendar selections will be made by Public Relations Department judges.

The rules laid down for the competition are simple enough:

1. Only original full-color transparencies will be considered. Do not submit color negatives, hand-colored prints or any printed or published color photographs.

2. Submitted transparencies must be of Aruba subjects: people, scenes, places or things.

3. Only work submitted by bona fide employees or annuitants will be accepted for consideration. Pictures entered in the contest must have been taken by the person submitting them.

4. Transparencies bought through the competition become the property of Lago Oil & Transport Company, Ltd. While every effort will be made to return to their owners the transparencies used, this cannot be guaranteed.

5. Pictures used in the calendar which depict recognizable persons

(Continued on page 2)

Baltimore General Manager Elected Director at Lago

Burton C. Clarkson Jr., general manager of Humble Oil Company's Baltimore Refinery, has been elected



B. C. Clarkson Jr.

to Lago's Board of Directors, effective April 1, to replace M. E. Fisk. Mr. Clarkson, who will be transferred to Lago in the near future, began his company career in 1950 with the Esso Research and Engineering Co. Following assignments at Bayway Refinery, he was appointed assistant manager then general manager at Baltimore.

Storia di Seguridad na Lago Reparti Entre Tur Afiliadonan Jersey Standard

Afiliadonan den henter mundo di Standard Oil Company (New Jersey) ta hayando conocimiento di primera mano tocante e acomplimentonan sobresaliente di Lago den terreno di seguridad gracias na legado di e homber cu a encabeza Safety Division di Lago durante binti-cuatro anja. E legado aki ta e "Storia di Seguridad na Lago," un relato describiendo filosofianan, practica y programanan di Lago den terreno di seguridad. E tabata scirbi pa Gordon N. Owen poco promer cu el a retira na October anja pasá.

Un di e diez-dos copianan di e informe di binti pagina, originalmente publicá pa distribucion interno, a worde treci na atencion di A. W. Brown, gerente di Employee Relations Department di Jersey Standard. El tabata di opinion cu e hechonan importante di practica y metodonan di seguridad di Lago por worde examina probechosamente door di tur afiliadonan di Jersey Standard pa determina si e conceptionan di Sr. Owen y e programa di seguridad di Lago, of adaptacion di nan, por ta útil den nan actividadnan di seguridad.

Cu esaki na mente, Sr. Brown a pidi 100 copia di e "Storia di Seguridad na Lago" pa worde parti door di su departamento entre afiliadonan.

Den su carta na afiliadonan, Sr. Brown a acentua cu e libreta di Sr. Owen a comproba e eficacia di practica y metodonan di seguridad na Lago. "Lago a realiza progreso continuo den reduccion di accidentenan incapacitante," el a scirbi. "Durante 1961, empleadonan di Lago a traha 8,800,000 ora cu solamente tres accidente incapacitante, pa un frecuencia di accidente incapacitante di 0.34,

superando tur record anterior." Sr. Brown despues a menciona e numeroso premionan di seguridad cu Lago a gana e reconocimiento di acomplimentonan ariba terreno di seguridad. Dunando un resumen di e storia di seguridad di Sr. Owen, Sr. Brown a bisa cu e esfuerzo di Lago ta basá ariba e concepto cu "accidentenan ta worde causá door di actonan inseguro en condicionnan inseguro y cu e causanan aki ta controlable." E sortonan di control cu generalmente ta worde aplicá door di un bon gerencia, el a sigui bisa, pasobra calidad y costo tambe ta eficaz den prevencion di accidente.

"Seguridad ta un responsabilidad directo di gerencia na Lago," Sr. Brown a bisa e afiliadonan cu ta recibí e storia, "y e supervisor ta completamente responsable pa seguridad di su hendenan. E responsabilidad aki ta respaldá door di apoyo eficaz y coordinacion di oficina di seguridad di Industrial Relations Department."

Den e párafo di introduccion di storia di Sr. Owen, e autor ta bisa cu e grado di éxito di e programa di seguridad di Lago ta hustifica un relato escrito di e importante hechonan y cu crédito pa e acomplimento ta bai na tur esnan, "specialmente"

(Continúa na pagina 2)

ARUBA NEWS

Printed by the Aruba Drukkerij N.V., Neth. Ant.
PUBLISHED EVERY OTHER SATURDAY. AT ARUBA, NETHERLANDS
ANTILLES. BY LAGO OIL & TRANSPORT CO., LTD.

Hazards Everywhere

Safety statistics published in Aruba quite often refer to accident experiences in North America or Europe. Geographical limitations, however, can not apply to accidents that occur either at work or in and around the home.

Take off-the-job injuries for example. The same hazards exist in homes in Aruba as do in similar dwellings in Middletown, Ohio, U.S.A.; Arnhem, the Netherlands, or Florence, Italy.

A tragic accident that comes to mind is the electrocution of a housewife about a year ago. She was operating the laundry equipment; there was water on the floor. Electricity followed the perfect ground through her body to the wet floor and death resulted. Tragic? Yes, indeed. There is nothing as an accidental death that takes a human in the prime of life. Can such accidents be avoided? Again the answer is an emphatic "Yes!" They can and should be avoided. There is always the human factor that can be detected in accident investigation.

You can trace accidents to neglect, ignorance, impatience, indifference, lack of caution and a host of other human factors. If a cause factor can be cited in any given accident investigation then it stands to reason that the accident could have been prevented. Time and time again in investigations of home and other off-the-job accidents it has been revealed that a little planning, thought and care could have saved a family member from a painful injury. If the injured family member is the breadwinner, the accident may cause economic losses as well. Whether or not the accident occurs on the job or off, if it is a disabling injury the end results are the same. The injured is unable to work and the employer loses the benefits of his employ.

In any discussion of off-the-job accident prevention, the finger of guilt usually points strongly at the sacred home. Statistically speaking, the majority of accidents occur in and around the home. Is there a solution, a plan that may help to substantially cut such type accidents? Yes, but it will take team work — family team work. Everyone in the family, from pre-schoolers to all adult members, must become a self-appointed safety inspector. Any potential safety hazard, and a countless number can crop up in the home, must either be eliminated at once or reported to a responsible adult member. If the hazards are eliminated, the home will become the safe domicile it is intended to be.

Peligro Tur Caminda

Cifranca di seguridad publicá na Aruba hopi vez ta referi na experiencia di accidentenan na Norte America y Europa. Limitacionnan geografico, sin embargo, no por aplica ariba accidentenan cu ta socede sea na trabao of na cas.

Tuma accidentenan pafor di trabao por ehemplo. E mes peligronan ta socede na casnan na Aruba cu ta socede den casnan na Middletown, Ohio, U.S.A.; Arnhem, Holanda, of Florence, Italia.

Un tragico accidente cu ta bini na memoria ta electrocucion di un ama di cas mas of menos un anja pasá. El tabata traha cu un mashien di laba panja; tabatin awa ariba vloer. Electricidad a sigui e ground perfecto door di su curpa pa e vloer muhá y morto a resulta. Tragico? Berdad, No tin nada asina tragico manera un morto di desgracia cu ta randa existencia di un bida humano. Tal sorto di accidentenan por worde evitá? Atrrobe e contesta ta un firme "Si!" Nan por y nan mester worde evitá. Semper tin e factor humano cu por worde descubri den investigacion di desgracia.

Investigacion por worde atribuí na negligencia, ignorancia, falta di pasenshi, indiferencia, falta di percuracion y un cantidad mas di factor humano. Si un factor di por worde citá den cualkier investigacion di accidente, anto ta claro cu e accidente por a worde preveni. Cada vez di nobo den investigacion di accidente cu ta socede na trabao y na cas ta keda demonstrá cu un poco planeamento, pensamento y cuidao por a salba un miembro di familia for di sufrimento penoso. Si e miembro di familia cu haya e accidente ta e trahador na cas, e accidente por causa perdida di entrada tambe. Sea cu e accidente socede na trabao of pafor, e ta un accidente incapacitante y e resultadonan ta mescos. Esun cu ahaya e accidente no por traha y e empleado ta perde e beneficiacion di su empleo.

Den tur discusion di prevencion di accidente pafor di trabao, e dede acusante ta muntra generalmente ariba nos sagrado cas. Cifranan ta muntra cu mayoria accidente ta socede na cas. Tin un solucion, un plan cu por yuda reduci cooperacional — e sorto di accidentenan aki? Si, pero esaki mester di cooperacion — cooperacion na cas. Tur hende den familia, for di esnan cu no ta bai school ainda te na hende grandi, mester bira un inspector di seguridad ariba nan mes. Tur peligro, y un gran cantidad por presenta na cas, mester worde eliminá mes ora of reportá na un hende grandi. Si e peligronan worde eliminá, anto pronto casnan lo bira e domicilio seguro cu nan ta intencioná pa ta.

STORIA DI SEGURIDAD

(Continúa di pagina 1)

supervisoran," cu a comparti e responsabilidad y trabao cu a haci e programa duna fruto.

E "Storia di Seguridad na Lago" ta un relato di e historia di seguridad na Lago durante cual accidentenan incapacitante, por ehemplo, a worde recapiti for di setenta y seis na 1937 na tres den 1961. Segun Sr. Owen e formula éxito ta basá ariba e concepto cu accidentenan pa mayor parti ta worde causá door di actonan inseguro y condicionnan inseguro y cu e causanan aki por worde controlá. Prevencion di accidente y promocion di seguridad ta e controlnan mayor. Treci na vigor durante anjanan pa reglanan e controlnan aki tabata aplanamento stricto di seguridad y enforzamento y programan extensivo di entrenamento

Inspuit Contra Polio Necesario

Inspuit pa proteccion contra poliomyelitis mester worde tumá a lo menos un vez cada dos anja, Departamento Medico di Lago ta avisa.

Maske e maleza ta e cura rara vez na Aruba, ainda e ta prevalente na America, Europa y na otro lugarnan. Hendenan cu ta desea di viaja pa e lugarnan aki mester tuma particularmente inspuit contra polio si esun di ultimo ta tumá na 1960 of prome.

ariba terreno di seguridad. E responsabilidad directo pa seguridad na Lago a worde poní cu e supervisor di promer linja cu ta administra e programa.



LAST MONTH, off-the-job safety messages were presented to eleven island social and religious groups. The Mother's Union of the Holy Cross Anglican Church heard an apt safety address given by Miss L. T. I. Ecury, Lago Hospital nurse. A safety film was also shown. LUNA PASA, mensajenan tratando cu seguridad pafor di trabao a worde presentá na diez-un grupo social y religioso na e isla. Mother's Union di Holy Cross Anglican Church a tende un charla apto di seguridad door di Srta. L. T. I. Ecury, nurse di Lago Hospital.

'The Lago Safety Story' Distributed To All Affiliates of Jersey Standard

World-wide affiliates of Standard Oil Company (New Jersey) are getting first-hand knowledge of Lago's outstanding safety achievements thanks to the legacy of the man who headed Lago's Safety Division for twenty-four years. This legacy is "The Lago Safety Story," an account describing Lago's safety philosophies, practices and programs that was written by Gordon N. Owen shortly before he retired last October.

One of twelve copies of the twenty-page report, originally published for internal distribution, was brought to the attention of A. W. Brown, manager of Jersey Standard's Employee Relations Department. He felt that the important facts of Lago's safety practices and techniques might be profitably examined by all Jersey Standard affiliates to determine whether Mr. Owen's concepts and Lago's safety program, or adaptations of them, would be useful to their safety activities.

With this in mind, Mr. Brown requested 100 copies of "The Lago Safety Story" for distribution by his department to affiliates.

Mr. Brown's Letter

In his cover letter to affiliates, Mr. Brown stressed that Mr. Owen's booklet had proved the effectiveness of Lago's safety practices and techniques. "Lago has realized continuing progress in reducing disabling injuries suffered by employees," he wrote. "8,800,000 Lago employees worked 8,800,000 manhours with only three disabling injuries, for a disabling injury frequency rate of 0.34, surpassing all previous records." Mr. Brown then mentioned the numerous safety awards earned by Lago in recognition of the company's safety accomplishments.

In summarizing Mr. Owen's safety story, Mr. Brown said that the Lago safety effort is based on the concept that "accidents are caused by unsafe acts and unsafe conditions and that these causes are controllable." The types of controls that are usually applied by good management, he went on, for quality and cost are also effective for accident prevention.

"Safety is a direct management responsibility at Lago," Mr. Brown advised affiliates receiving the safety story, "and the supervisor is fully responsible for the safety of his men. This responsibility is backed up by effective staff support and coordination through the Safety Division of the Industrial Relations Department."

In the opening paragraph of Mr. Owen's story, the author says that the degree of success of Lago's safety program justifies a written account of the important facts and that the credit for the accomplishment goes to all those, "especially the supervisors," who shared the responsibility and work that brought the program to fruition.

"The Lago Safety Story" is an account of the history of safety at Lago during which disabling injuries, for example, were reduced from seventy-six in 1937 to a record three in 1961. According to Mr. Owen the formula for success has been based on the concept that accidents for the greatest part are caused by unsafe acts and unsafe conditions and that these causes can be controlled. Accident prevention and safety promotion have been the key controls. Brought into play over the years to augment these controls have been strict safety rules and enforcement and extensive safety training programs. The direct responsibility for safety at Lago has been placed with first-line supervisors who administer a program directed and supported 100 per cent by the executive committee.

An effective safety program must be an organized one, he stresses, and the responsibility of the man or group who implements proper control over company activities must be firmly established. Mr. Owen cites the leadership a safety program needs and the benefits that accrue from a successful program. In addition to personal injuries, accidents cause waste and can harm the company's reputation in the eyes of the public.

LAGO CALENDAR

(Continued from page 1)

must have signed releases submitted to the Public Relations Department, stating that the person or persons have no objection to having their pictures used in the calendar.

6. Employees of the Public Relations Department are not eligible to enter the competition. The department, however, reserves the right to use staff-taken pictures in the calendar if there are not twelve entries of sufficiently high caliber submitted.

Transparencies submitted will get the best of care while being examined. Before mailing or delivering pictures to the Public Relations Department, photographers should be sure their names and addresses are clearly indicated on each photograph and container.

There are no limitations to the number of photographs an individual can sell. There are also no restrictions on size. Anything from 35 mm to 8x10 inches is acceptable. Pictures will be judged on the basis of focus, color, composition and subject. Size will not enter into appraisals.

Deadlines for Applications For Lago Scholarships Set for May 16-June 16

May 16 has been set as the deadline for applications renewing Lago scholarship assistance for the 1962-63 school year. Deadline for applying for new awards is June 16. An applicant must be accepted by an accredited school and must submit to the Lago Scholarship Foundation copies of his grades made during his last school year plus a completed application form before a scholarship grant can be made.

Grants were first offered by the Lago Scholarship Foundation in August, 1957, for the 1957-58 school year. Since that time the foundation has granted assistance to 158 recipients. Studies in the Netherlands have been undertaken by 108 recipients. The remaining fifty students chose the United States for their studies.

All correspondence relating to the scholarship program should be addressed to L. D. Dittle, secretary of the Board of Administration, Lago Scholarship Foundation, Industrial Relations Department. Mr. Dittle's telephone number is 3170. Application forms will be available through Mr. Dittle's offices April 16 and after.

Aplicacionnan pa Beca Di Lago Mester Worde Entrega Mei 16-Juni 16

Mei 16 a worde estableci como fecha final pa aplicacion pa renoba asistencia di beca di Lago pa anja escolar 1962-63. Fecha final pa aplica pa beca nobo ta Juni 16. Un aplicante mester worde aceptá door di un school acreditá y mester entrega na Lago Scholarship Foundation copianan di su cifranan durante su ultimo anja escolar plus un formulario yená di aplicacion.

Beca a worde duná pa di promer vez door di Lago Scholarship Foundation na Augustus 1957 pa anja escolar 1957-58. Desde e tempo aki e fondo a duna asistencia na 158 participante. Estudianan na Holanda e worde emprendi pa 108 recipiente. E otro cincuenta studiantenan a escoge Estados Unidos pa nan estudio.

Tur correspondencia relacioná na e programa di beca mester worde dirigí na L. D. Dittle, secretario di e Junta Administrativo, Lago Scholarship Foundation, Industrial Relations Department. Number di telefon di Sr. Dittle ta 3170. Formularionan di aplicacion lo ta disponible pa medio y di oficina di Sr. Dittle, April 16 y despues.



AFTER MUCH effort by a major oil company to reassure citizens of Stigsnæs, Denmark, that its projected new refinery would be designed to fit esthetically into the landscape, a Danish newspaper offered this amusing design for the new plant.

DESPUES DI hopi esfuerzo door di un compania grandi di azeta pa asegurar ciudadanonan di Stigsnæs, Dinamarca, cu su refineria nobo proyectá lo pas esteticamente den e vista di paisaje, un corant Danés a ofrece e diseno amasante aki pa e planta nobo.

Small Coins Give Way to Whole Guilder In Procedure That Rounds Pay Upward

EMPLOYEE NAME	EMPLOYEE NO.	DATE	AMOUNT	TOTAL	DATE	AMOUNT	TOTAL
LAGO DE & TRANSPORT CO. LTD.							
LAGO SU							

LAGO'S NEW pay statement was put into use March 23. LAGO SU recibo di pago nobo a worde usá dia 23 di Maart.

Lago employees no longer will receive small coins in their pay envelopes. Under a new Accounting Department pay procedure, the earnings of all employees will be rounded upward to the whole guilder. Coins, then, in employees' pay envelopes will be confined to guilders.

While the elimination of small coins eases Accounting Department payroll handling, it provides a convenience for employees as well. With the new system, employees will not have to concern themselves with rafts of small coins tumbling out of their pay envelopes. The elimination of small coins also lessens the chance of employees losing coins.

The rounding off upward will not have a cumulative effect on the amount employees are overpaid. Each month the slight overpayment will be balanced off or adjusted in the person's estimated income tax. Overpayments will be subtracted from the employee's tax. This facilitates payroll handling in that net earnings are in terms of currency while the tax is a figure adjusted monthly.

At a time will employees be overpaid more than 99 cents — and it can be that much. All cents or even a cent, if only one, will be rounded upward to the whole guilder. In the final month of the year when the company and employees must balance off, 99 cents is the absolute maximum individual employees could have been overpaid.

The new pay statement put in use March 23 provides additional pay information possible now with the use of new computers. The new pay statement of semi-monthly paid employees includes types of earnings, total deductions and gross total earnings.

Lago Comenda pa su Actividad pa Haci Junior Achievement Exito na Aruba

Hobennan trahador, miembronan di Junta Consultativo di J.A. y representantenan di dos firma consultante a bini hunto den Astoria Restaurant Maart 21 pa un presentacion di premio. Durante e programa, un plachi a worde presentá na Vice Presidente F. C. Donovan en reconocimiento di e hecho cu Lago a auspicia J. A. Manufacturing Company na San Nicolas. Un plachi similar a worde presentá na E. Zadoks, kende a representa Aruba Trading Company cual a auspicia Pioneer Plastics Company na Oranjestad.

Durante e reunion crédito a worde duná na e companianeron adolto di e dos companianeron y e sobresaliente trahadornan. Marcial Ibarra, gerente di ventas di Pioneer Plastics, y Antonio Bryson, presidente di J. A. Manufacturing, a recibí e premionan principal pa ehecutivo junior. Premionan di trahador a bai pa Urania Jermin, gerente di ventas di J. A. Manufacturing, y Jose Blom, director di Pioneer Plastics.

Cinco di e seis conseheronan cu a recibí crédito ta conseheronan di Lago. Conseheronan di J. A. Manufacturing Company tabata A. Theysen, R. V. Dorwart y J. J. Halfaker. Conseheronan di Pioneer Plastics tabata H. Steenhuisen, I. J. Chin y M. H. Henriquez. Tur ta empleado di Lago, excepto Sr. Steenhuisen, kende ta traha cu Aruba Trading.

Tanto J. A. Manufacturing Company y Pioneer Plastics Company a worde liquidá despues di a completá y bende cu éxito cientos di florines di mercancia valioso.

E compania na San Nicolas a obtene Fls. 1957.25 na venta di lampinan atractivo. Despues di kita afor

empleadonan di Lago no ta hanja placa chikito mas den nan envelop di pago. Bao di un sistema nobo di pago di Accounting Department, pago di tur empleado lo worde aumentá te florin completo. Placa largá, anto, den envelop di pago di empleado lo worden aumentá pa florin.

Mientras cu eliminacion di placa chikito for di payroll ta reduci trabao di Accounting Department, e ta procura pa un conveniencia pa empleado tambe. Eliminacion di placa chikito lo reduci e posibilidad pa empleadonan perde e placa aki den nan envelop.

E aumentacion di placa chikito aki lo no tin un efecto acumulativo di e suma cu ta worde pagá di mas. Tur luna e suma chikito aki cu ta worde pagá di mas lo worde balanzá y ahustá den e suma calculá pa inkomstenbelasting di cada hende. Placa pagá di mas lo worde kitá for di belasting di empleadonan. Esaki ta facilitá trabao di payroll en cuanto cu salarionan ta na florin mientras cu belasting ta e suma ahustá tur luna ariba papel.

Ningun ora empleadonan lo worde pagá di mas cu 99 cents — y e por ta e cantidad ei tambe. Tur cents of hasta un cent, aunke ta un cent sol, lo worde aumentá te un florin completo. Den e ultimo luna di anja ora compania y empleado mester balanza cuenta, 99 cents lo ta e absoluto maximum cu cada empleado individualmente lo por a paga di mas.

E papel nobo di pago cu ta worde usá for di Maart 23 ta duna mas informacion tocante di pago cu ta posibel awor pa medio di uso di computadores nobo. E papel nobo di pago di empleadonan cu ta worde pagá pa quincena ta duna sorto di pago, total di deduccionnan y total di pago.

gasto pa trabao y material y gastonan di operacion, e compania a munstra un ganashi neto di Fls. 547.43. Di e total aki, Fls. 53.50 a worde pagá na accionistanan den forma di un dividend na efectivo di Fls. 0.25 pa cada accion pa e 214 cu tabatin afor.

Pioneer Plastics, cual a fabrica spielnan, tabatin ventas neto di Fls. 1338.25. Despues cu gastonan a worde kitá, e compania a keda cu ganashi neto di Fls. 285.75. Dividend pa accionistanan tabata Fls. 0.25 pa accion pa e 181 accionnan afor.

Tur dos compania a bolbe cumpra accionnan for di accionistanan na e valor di Fls. 1 pa uno. Tur placa surplus, despues cu acciones a worde liquidá y dividend pagá, a worde entregá na Junior Achievement Advisory Board. E fondonan aki lo asisti e junta den formamento di otro companianan di J. A. cu en turno lo worde liquidá den seis luna di tempo.

E movimiento di Junior Achievement na Aruba a worde auspiciá conjuntamente door di Aruba Society for Mental Health y Rotary Club di Aruba. Un junta consultativo, encabezá pa T. F. Hagerty, a inaugura e movimiento na Aruba cu dos compania di experimentacion y dos firma consultativo, Lago y Aruba Trading.

Construccion di un Centro Juvenil Ta Worde Auspicia Pa Compania A Cuminza

Construccion di un centro juvenil a cuminsa na San Nicolas. Ora e ta cla, e edificio lo sirbi comunidad di Aruba na e mes manera publico cu Lago Sport Park, cual ta keda inmediatamente pariba di e centro juvenil cu ta worde auspiciá door di Lago.

E centro juvenil lo yena un necesidad berdadero den comunidad pa un lugar pa tur organizacionnan, gruponan y clubnan por encontra. E edificio lo tin salanan di conferencia, apartamentonan pa actividad y lugarnan di traha obra di man. Su disenjo lo inclui espacio pa un auditorio dilanti un podio elevá. Oficinanan lo ocupa un otro seccion di e edificio hunto cu facilidadnan di laboratorio.

Na principio, administracion di e edificio y fihamento di uso di e apartamentonan lo ta encargo di e secretario di Young Men's Christian Association, kende lo tin su oficina den e edificio nobo. Tambe ta e intencion pa pone e edificio disponible pa eventonan publico.

En substancia, e proyecto bao auspicio di Lago ta cria un facilidad cu, en lo general, ta publico y ta pa bienestar publico, y por worde usá door di gruponan den comunidad segun nan ta desea. Fecha tentativo di completacion ta Juli 1.

R. Boyack, A. Willis Nombra Division Superintendent Den Mechanical April 1

Robert E. Boyack y Allan T. Willis a worde nombrá pa division superintendents den Mechanical-Administration efectivo April 1.

Sr. Boyack, kende a worde promoví pa division superintendent-Crafts, a cuminsa traha cu Lago Jan. 23, 1948, como junior engineer den Mechanical-Administration. Pa Jan. 1, 1954, el a ascende pa group head B-Craft Maintenance Engineering. El a worde promoví pa supervising engineer-Planning & Engineering na October 1957. Na varios ocaasion el a actua como division superintendent di Technical Administration group y Storehouse.

Sr. Willis, promoví pa division superintendent-Technical Administration, a cuminsa traha na compania Feb. 25, 1948, como junior engineer den Mechanical-Storehouse. El a worde promoví pa technical assistant y engineer promer cu el a worde nombrá catalog supervisor na Juni 1952. Sr. Willis a worde promoví pa operations supervisor na Februari 1954 y supervising engineer-special assignment na Augustus 1958, tempo cu el a transferi pa Mechanical-Administration. Diferente vez Sr. Willis a actua como zone supervisor, general foreman y superintendente di Storehouse.

PROMOTIONS

(Continued from page 1)

junior engineer. He was promoted to technical assistant and engineer before being named a catalog supervisor in June, 1952. Mr. Willis was promoted to operations supervisor in February, 1954, and supervising engineer in August, 1958, when he transferred to Mechanical-Administration. At various times, Mr. Willis acted as a zone supervisor, general foreman and Storehouse superintendent.

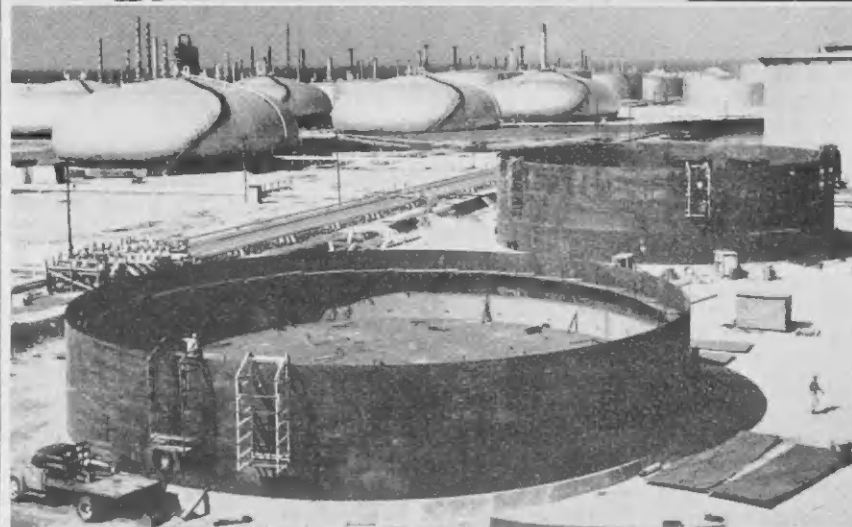
Junior Achievement ta un programa bon estableci na Estados Unidos y otro paisnan, specialmente pa sinja hobennan e sistema di empresa liber. Nan ta sinja door di haci. E companianan di J.A. en efecto ta negoshinan chikito. Nan ta selecta e producto cu nan tin intencion di traha, obtene capital door di bendemento di acciones den nan compania, eligi oficialnan di compania, establece horarionan di operacion, y bende nan producto cu campanja organizada di ventas. Generalmente Junior Achievement su companianan ta worde liquidá despues di seis luna. Esaki ta haci cu gruponan nobo participa den companianan cu nan forma.



IN VARIOUS stages of construction in the tank farm are three huge gasoline storage tanks. The largest has a capacity of 80,000 barrels. All are floating-roof tanks. Because of special features incorporated in their design, the tanks can use a slightly thinner steel plating. New roof seals are more efficient in minimizing the evaporation of gasoline products.



DEN VARIOS fase di construccion den tank farm tin tres tanki grandi di gasoline. Esun di mas grandi tin un capacidad di 80,000 barril. Tur ta tanki cu dak flotante. Pa motibo di aspectonan special incorporá den nan disenjo, e tankinan por usa plachi di staal mas fini y seyo di dak mas eficiente.



THREE TANKS HAVE NEW FEATURES

A thinner steel plating and a more efficient floating-roof seal are design features of three gasoline storage tanks being constructed in the tank farm. The tanks, in various construction stages, will be completed by mid-year. They are replacements for obsolete spheroid tanks.

Design requirements are met by the thinner steel plating — one-sixteenth of an inch thinner than standard plating — because it will be subjected to less corrosion. The plating will be protected both inside and out by a coating of special Demetecote paint over which regular silver paint will be sprayed.

Before Demetecote can be applied, however, the steel must be scrupulously cleaned by sandblasters until it is free of rust and dirt.

The new floating roof seal has been proved out at Lago on one other tank.

Two of the tanks, 753 and 756, will have a capacity of 54,000 barrels. They are ninety feet in diameter and fifty-one feet high. The third tank, 723, has an 80,000-barrel capacity. It is 110 feet in diameter and the same height as the other two. Contractors began constructing the tanks at the start of the year.

Plachi di staal mas fini y un seyo mas eficiente pa dak flotante ta aspectonan di tres tanki pa gasoline cu ta bao construccion den tank farm. E tankinan den varios fase di construccion, lo worde completá mei mei di anja. Nan ta reemplazo pa tankinan spheroid bieuu.

E plachinan di staal mas fini, sin embargo, ta satisfice e requerimentonan di disenjo, no obstante cu nan ta un-dieciseis duim mas fini cu e plachinan standard — como cu nan lo sufrí menos corrosion. E plachinan ta worde protegá tanto paden como pafor door di un capa special di Demetecote over di cual verf regular di plata ta worde gespuit.

Uromer cu Demetecote por worde aplicá, sin embargo, e staal mester worde limpiá a fondo door di sandblaster te ora e ta liber di frusto y sushedad.

E seyo nobo pa e dak flotante a worde probá na Lago ariba un otro tanki.

Dos di e tankinan, 753 y 756, lo tin un capacidad di 54,000 barril. Nan tin noventa y pia di diametro y nan ta cincuenta y un pia halto. Di tres tanki, 723, tin un capacidad di 80,000 barril. E tin un diametro di 110 pia y ta mes halto.



HRMS KAREL DOORMAN

Seven hundred feet of proud Royal Netherlands Navy aircraft carrier stood off the outer reef at Oranjestad. Crewmen who chose to be on deck and those not restricted below by duty looked over the water at Aruba, the island they had just visited for three liberty-packed days. The days were filled with gaiety and excitement for the 1250 men of the HRMS Karel Doorman. To reciprocate for the excitement of shore liberty, the huge carrier, while berthed at the main Oranjestad Harbor pier, was opened to an excited, curious and proud public. It was estimated that during the visiting hours of the Doorman and its escort, HRMS Limburg, over 9000 people visited the two ships.

While here last month, the flight versatility of the carrier exhibited the uniqueness and versatility of the ship's helicopters. At Princess Beatrix airport, four of the eight 'copters normally aboard the Doorman demonstrated hovering, vertical take-offs and landings, formation flying, hoisting, and how sea rescues are made.

The carrier and escort left Aruba bound for other

island stops. After these visits the Karel Doorman was scheduled to visit the United States' East Coast and berth briefly in Norfolk, Virginia, the location of one of the United States' largest naval bases. From Norfolk, the Karel Doorman was to return to its Den Helder naval base in the Netherlands. Shortly thereafter, it was to be assigned to North Atlantic Treaty Organization maneuvers in the Atlantic Ocean.

Because of Royal Netherlands Navy participation in international operations such as NATO, all plane to plane, ship to plane to ship, and ship to ship communications are in English. A requirement of Netherlands naval pilots is facility with the English language. Even in practice maneuvers strictly within the Netherlands Navy, as with the Doorman and Limburg off Aruba, communication between ships is done in English. Dutch pilots readying for take-off from the Karel Doorman go over a cockpit check-off list that is in English.

The Karel Doorman is the only Netherlands air-

(Continued on page 7)

Squadron Visits Aruba

Siete cien pia di orguyoso di portaavion di Marina Holandes ta pará pafoy di rif na Oranjestad. Tripulantenan pará na dek y esnan no ocupá cu trabao tabata mira over di e awa dilanti Aruba, e isla cu nan a caba di bishita durante tres dia. E dianan tabata yená cu alegría y excitacion pa e 1250 hombernan di HRMS Karel Doorman. Pa reciproca pa e excitacion di libertad na terra, e portaavion grandi, mientras e tabata mará na e pier grandi na haaf di Oranjestad, a worde habrí pa un publico excitá, curioso y orguyoso. A worde calculá cu durante e oranan di bishita di Doorman y su escorte, HRMS Limburg, mas cu 9000 hende a bishita e dos bapornan.

Mientras nan tabata astra luna pasá, e aviadornan di e portaavion ta demonstria e estranjerz y versatilidad di e helicopternan di e bapornan. Na vliegvelde Prinses Beatrix, cuatro di e ocho 'copters normalmente a bordo di Doorman a demonstra paramento den aire, subimento y bahamento vertical, bamento na formacion, hizamento di hende for di terra, y con rescate ta worde haci for di lamar.

E portaavion y su escorte a laga Aruba cu intencion pa bishita otro islanan. Despues di e bishitanan aki Karel Doorman tabata pa bishita Costa Oriental di Estados Unidos y mara brevemente na Norfolk, Virginia, sitio di un di e basenan naval mas grandi di Estados Unidos. For di Norfolk, Karel Doorman tabata pa regresa pa base naval Den Helder na Holanda. Poco despues el ta bai tuma parti den manobranan di North Atlantic Treaty Organization den Oceano Atlantico.

Pa motibo di participacion di Marina Holandes den operacionnan internacional manera NATO, tur comunicacion di avion pa avion, di bapor pa avion pa bapor, y di bapor pa bapor, ta na Ingles. Un requisito pa aviadornan naval Holandes ta facilidad den uso di idioma Ingles. Hasta den maniobranan di practico strictamente dentro di Marina Holandes, manera den caso di Doorman y Limburg dilanti Aruba, comunicacion entre bapornan ta na Ingles. Pilotonan Holandes preparando pa subi for di Karel Doorman ta repasa un lista di check cu ta na Ingles.

(Continua na pagina 8)



THE ESCORT HRMS Limburg accompanied the aircraft carrier in Caribbean waters. Alongside the carrier, a transfer of personnel was effected over lines connecting the two ships. E ESCORTE HRMS Limburg a acompaña e portaavion den awanan di Caribe. Canto di e portaavion un pasamento di personal a tuma lugar pa medio di linja.



MOVEMENT OF aircraft from the flight deck to the hangar deck, below the flight deck, is done by two elevators at either end of the ship. When up, the platform of the elevator becomes a solid part of the flight deck. The carrier's detection and navigation gear towers above the deck.

MOVIMIENTO DI avion for di dek di vuelo pa dek di hangar, cual ta bao di e dek di vuelo, ta worde efectua pa medio di dos lift na cada banda di e Karel Doorman.



ACTIVITIES are graphically depicted in this cluster of pictures. The ship's twelve Trackers touches down, catches its tail arresting cable strung across the flight deck, decelerates and folds its wings. The canted deck allows the plane that is able to continue on, below, rather than risk the possibility of collision with the planes parked at the end of the flight deck, above.



THE ARMAMENT of the HRMS Karel Doorman includes ten 40mm anti-aircraft guns. The guns are positioned in wells which extend beyond the flight deck. E ARMAMENTO di HRMS Karel Doorman ta inclui diez cayon anti-aereo di 40 mm. E cayonnan ta posiciona den poosnan cu ta extende tras di e dek di vuelo di portaavion den awanan.



A YOUTHFUL crew mans the Netherlands' aircraft carrier. Young men can enlist in the Royal Navy at age sixteen, and serve an interesting tour. UN TRIPULACION hoben ta maneha e portaavion Holandes. Hobennan por drenta Marina Holandes na edad di diez-seis anja.



VISUAL SHIP to ship communications are made by semaphore and blinker. The position of two flags, left, indicates a letter. Flashing light from lamp, right, indicates letter. COMUNICACION VISUAL di bapor pa bapor ta worde haci cu semafoor y luz. Posicion di e dos banderanan, robez, ta indica un letra. Luz brillando, banda drechi, ta indica letra.



THE POWER plant of the carrier is rated at 40,000 horsepower and is capable of propelling the Karel Doorman at a top speed of twenty-five knots. The ship is British made.

E PLANTA di energia di e portaavion ta di 40,000 forza di cabai y ta capaz pa move Karel Doorman na velocidad maximo di binti-cinco nudo. E bapor aki ta traha na Inglatterra.



Tankero cu Ta Kibra Ijs Ta Furni Productonan pa Expedicion den Antarctic

Un boeg cu ta kibra ijs ta casi mes útil pa un bapor cu ta nabega den awanan tropical di Aruba manera un dek solar ta pa un trawler den arctico. Tabata e boeg di kibra ijs di USNS Chattahoochee cu a hala atencion di hende riba e tankero chikito ora el a pasa haaf di San Nicolaas Maart 1. Miles di milla di awa di lamar y blokki di ijs a worde cortá door di e boeg di Chattahoochee, cu ta skerpi manera un cuchiw, desde cu e bapor a pasa Aruba October anja pasá. Un unidad importante den Operación Deep Freeze, e bapor ta trahando duro abasteciendo forzanan militar y di gobierno den antartica cu gasoline pa avion, diesel pa tractor y vehiculonan pa transporta personal.

Durante e casi tres luna cu Chattahoochee a traha den e parti di mundo remoto aki cubri cu ijs, el a haci tres viaje entre Port Lyttelton, New Zealand, y McMurdo Sound y e masa continental di Antartica. Den su tankinan di carga durante mitar di e rond-trip di 5000 milla tabatin como 30,000 barril di producta manera JP-4 jet fuel, gasoline pa auto y combustible diesel. Mescos cu e otro tankeronan kibrador di ijs promer cu né, Chattahoochee tabata carga e alimento pa aparatonan necesario pa explora y pone ariba mapa e regionnan den proximidad di zuidpool.

A bordo di e bapor ora el a tregá haaf di San Nicolas pa di dos vez tabatin cuarenta tripulante cu apenas a pone pia na terra durante cuarenta y dos dia. Chattahoochee a bini derecho Aruba via Panama Canal for di e region di ijs — na su velocidad di diez-dos nudo esaki a tuma casi un luna y mitar pa cubri e ruta di 7610 milla.

A Releva Nespelen

A bordo tabatin tambe cinco homber cu tabata involvi den Operación Deep Freeze desde 1958 tempo cu nan a releva USS Nespelen, un tankero di US Navy cu tambe tin un boeg pa kibra ijs. Na e tempo aki, y durante e próximo tres anja, nan cinco a sirbi a bordo di USNS Alatna, un bapor similar na Chattahoochee. Tur dos tankero ta carga number di rio na Estados Unidos.

E cinconan ta P. Gentile, captan di Chattahoochee; R. E. Bowker, segundo oficial; G. Delong, promer ayudante; F. Pagan, promer electricista, y J. Hamilton, steward. Nan a haci siete viaje pa McMurdo Sound ariba Alatna promer cu nan a barca abordo di Chattahoochee na Juni anja pasá. E ultimo bapor aki a reemplaza Alatna cu awor ta traha ariba Islanan Hawaii. Tur dos bapor tabata tambe den servicio Arctico.

Despues cu Chattahoochee a worde sacá for di "flota morto" Juni 23, el a worde drechá y poni na e servicio Arctico pa Groenland. Mas despues den anja el a worde duná instruccion pa participa den Operación Deep Freeze den Antartico. El a carga



THIS ICEBREAKER-tanker, the USNS Chattahoochee, stopped at Aruba for the second time after a direct 7610-mile voyage from the antartic. The special bow, left, enables the tanker to push through pack ice at sea. The odd structure on the bow is an ice pilot station.

E TANKERO aki cu boeg di kibra ijs, USNS Chattahoochee, a pasa Aruba pa di dos vez despues di un viaje directo di 7610 milla for di antartica. E boeg special, robez, ta permiti e tankero di pusha door di un monton di ijs. E estructura ariba boeg ta un casita for di cual e bapor por worde maniobrá.

azeta na Aruba Oct. 4 pa entregá na McMurdo Sound.

Tripulantenan di Chattahoochee tin diferente impresionan di e continente grandi, casi completamente derá bao di incontable siglonan di ijs y nieve. E opinion general ta cu mas parti di e inconveniencia a bini for di e constante claridad di dia durante e lunanan di verano di December y Januari. "No ta mucho frio e ora," Captain Gentile a bisa. "Nunca e temperatura a subi ariba diez grado ariba zero ora nos tabata aya — e ta bai te 124 bao zero durante lunanan di invierno — pero ningun momento a bira scur tampoco."

Papiando mas leuw tocante esaki, Captain Gentile, un ex-oficial den U.S. Navy, a bisa, "Tabata e constante claridad di dia cu tabata pre-ocupa nos. Bo ta mira, nos tin scumbur di bai drumi ora bira scur, pero nunca a bira scur den Antartico, y asina ningun di nos por a drumi di berdad. Nos tabata keda lamtá mas y mas laat y perdiendo mas y mas sonjo. Lamá ta bruto aya bao tambe, y esey tambe ta causa preocupacion."

Afortunadamente pa e tripulacion di Chattahoochee ningun biaha nan tabata na McMurdo Sound pa mas cu cuatro of cinco dia pareuw. Como e bapor ta tur será — hasta e casita pa e waakdor di ijs ariba stif ta cerrá cu glas — e hombernan tabata enfrente e rigor di e clima antartico pa solamente breve periodonan du-

rante bahamento di carga.

Den e casita pa e waakdor di ijs, incidentalmente, tin e mes aparatonan di stuur cu tin ariba brug. Esaki ta facilita maniobramento di e bapor door di montonan di ijs.

Aunke stif di e bapor ta trahá specialmente pa kibra ijs, e ta worde usá mayor parti pa pasa door di ijs los ariba lamar. E camponan grandi di ijs mes mester worde kibrá door di rompe-hielos potente di U.S. Navy pa por pasa bai na e stacionnan antartico.

Ploeg Over di Ijs

Chattahoochee tin plancha fuerte special di staal un duim diki y un bara ariba boeg cual ta seis duim diki. Esaki ta haci cu e bapor por pasa bon door di ijs. E bapor ta ploeg over di e ijs cu ta pasa bao di e kiel. Blokki grandi di ijs a veces ta causa danjo na e chapaleta. Pa e motibo aki, e tankero tin dos chapaleta. Dos motor diesel ta furni un total di 3400 fuerza di cabai pa move e tankero di 302 pia largo. E captan a bisa cu e bapor lo ta asigná atrobe na servicio Arctico.

Segun nabegantenan di Chattahoochee, Antartico ta ofrece poco pa atrae e turista cu ta desea comodidad. No tin nada di mira sino e claridad produci pa e terrenonan grandi di ijs, pingüino, cachó di lamar y school di bayena. "Si bo mira bon," Sr. Bowker a bisa, "no tin ningun lugar manera cas, y, casi mi no por spera mas pa yega."

USA Expedition at South Pole Supplied By Unique USNS Icebreaker-Bow Tanker

An icebreaker bow is about as useful to a ship plying Aruba's tropic waters as a sun deck is to an arctic trawler. It was the USNS Chattahoochee's icebreaker bow that lent an anomalous aura to the small tanker when she called at San Nicolas Harbor March 1. Thousands of miles of sea water and pack ice had been cut by the Chattahoochee's knife-like bow since the vessel had originally called at Aruba last October. An important unit in Operation Deep Freeze, the vessel had been hard at work supplying military and government forces in the antartic with fuel for aircraft, Diesel tractors and personnel carriers.

During the nearly three months the Chattahoochee served in that remote ice world, she made three voyages between Port Lyttelton, New Zealand, and McMurdo Sound on the antartic land mass. In her cargo tanks for half of the 5000-mile round-trip voyage were some 30,000 barrels of clean products such as JP-4 jet fuel, avgas, motor gas and Diesel fuel. Like icebreaker tankers preceding her, the Chattahoochee was carrying the life blood of mechanized equipment needed to explore and chart areas in proximity to the South Pole.

Long Voyage

On the vessel when she slipped quietly into San Nicolas Harbor for the second time were forty crewmembers who had barely set foot on land for forty-two days. The Chattahoochee had come straight to Aruba via the Panama Canal from the "ice" — at her twelve-knot speed it took nearly a month and a half to cover the 7610-mile great circle course.

On board also were five men who had been involved in Operation Deep Freeze since 1958 when they relieved the USS Nespelen, a U.S. Navy fleet tanker also equipped with an icebreaker bow. At that time, and for the next three years, the five served on board the USNS Alatna, sister ship to the Chattahoochee. Both tankers were named after rivers in the United States.

The five are P. Gentile, the Chattahoochee's captain; R. E. Bowker, second officer; G. Delong, first assistant; F. Pagan, chief electrician, and J. Hamilton, room steward. They made seven trips to McMurdo Sound on the Alatna before being assigned to the Chattahoochee last June. The latter vessel was taken out of the "dead fleet" to replace the Alatna which is now working the Hawaiian Islands. Both vessels have been in the arctic service, also.

After the Chattahoochee was taken from the "dead fleet" June 23, it was overhauled and assigned to the arctic run to Greenland. Later in the year it was given orders to join Operation Deep Freeze in the antartic. It took on clean products in Aruba Oct. 4 for delivery to McMurdo Sound.

Chattahoochee crewmembers carry different impressions of that vast continent, almost entirely buried un-

der countless centuries of ice and snow. The consensus is that most discomfort came from the constant daylight during the "summer" months of December and January. "It's not very cold then," said Captain Gentile. "It never got below ten degrees above zero while we were there — it's as much as 124 degrees below zero during the winter months — but it never got dark either."

Elaborating on this, Captain Gentile, an ex-officer in the U. S. Navy, said, "It was the constant daylight that bothered us. You see, we were used to going to bed when it was dark but it never got dark in the antartic so none of us could really sleep. We kept staying up later and later and getting less and less sleep. The seas are rough down there, too, and that can be quite a bother."

Fortunately for the Chattahoochee's crew they were never at McMurdo Sound for more than four or five days at a time. As the ship is all-enclosed — even the unusual ice pilot house that juts up from the bow is glassed in — the men faced the rigors of the antartic weather for only brief periods during unloading operations.

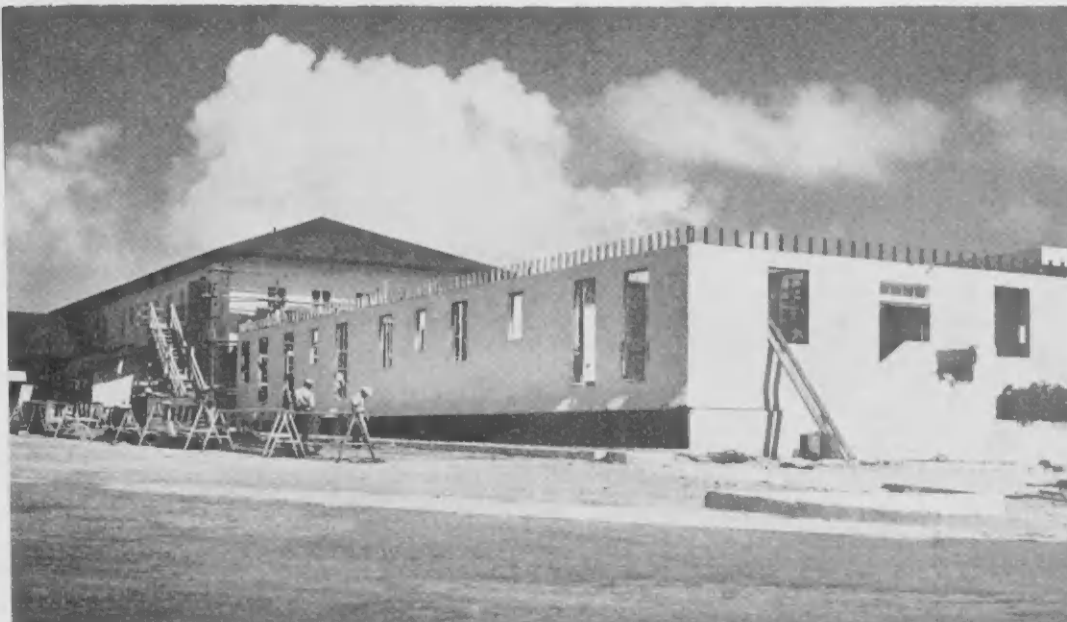
The ice pilot house, incidentally, has identical steering controls to the master gear on the bridge. This facilitates maneuvering the ship through fields of pack ice.

Although the ship's bow is a true icebreaker design, it is principally used to plow through loose pack ice at sea. Virgin ice fields, on the contrary, must be broken up by powerful U. S. Navy icebreakers to gain access to antartic stations.

Special Plating

The Chattahoochee has special high-tensile steel plating an inch thick and a bar stem on the bow six inches thick. This enables the ship to pass safely through pack ice. The vessel actually plows over the ice which passes underneath the keel. Huge blocks of ice sometimes damage a propeller. For this reason, the icebreaker tanker is equipped with twin propellers. Two Diesel engines furnish a total of 3400-horsepower to power the 302-foot-long tanker. The captain said the ship will be assigned to an arctic run after she reaches New York.

According to the Chattahoochee's seamen, the antartic offers little to attract the garden variety tourist. There's nothing to see except glaring ice fields, parades of smartly-clad penguins, packs of seals and schools of killer whales. "When you get right down to it," said Mr. Bowker, "there's no place like home, and, boy, I can't wait to get back there."



THE ARCHITECTURE of Lago Hospital was slightly altered when the east wing was dismantled recently. The wing, section B, housed patients until 1953. After that, it was used for specialists' offices. Section B's facilities have been relocated in the newly-air conditioned section of the hospital. At right is a new view formerly blocked by the section.

E ARCHITECTURA di Lago Hospital a worde cambiá un poco un tiki ora e hala banda pariba a worde kibrá recientemente. E hala, conoci como Seccion 3, tabata contene paciente te 1953. Despues di esaki, e tabata worde usá como oficina di especialista. E facilidanan di Seccion B a worde estableci awor den e seccion aire-condicionado nobo di e hospital.



GUEST OF honor at this retirement luncheon was Joseph Ismene, staff nurse I in the Medical Department. Left to right are Dr. G. G. Hendrickson, Miss K. E. Hasse, Dr. J. B. M. van Ogtrop, T. M. Saltibus, F. Sampson, Miss E. Radtke and Mr. Ismene.

HUESPED DI honor na comensacion di un luncheon tabata Joseph Ismene, staff nurse I na Medical Department.

Course in Architecture Will Give Useful Tips, Ideas to Home Planners

Employees with an eye toward buying or building a home are being offered a popular approach to architecture in a seminar to be held from May 14 through June 8. The course, being presented by the Seminar Committee, will be under the leadership of Prof. John E. Sweet of the University of Miami.

Professor Sweet, who has had wide business experience in private architecture practice and has been a consulting architect to various business and industrial firms, will present a course covering various basic architecture areas. Included in his popular approach will be such areas as how to plan a house, how to read architect's drawings, utility considerations, what to look for in the way of good construction details, how to finance the project and determination of labor costs.

Two groups will be enrolled in the seminar and will meet either on Monday and Wednesday evenings from 7:30 to 9:30 or on Tuesday and Thursday evenings during the same hours. Enrollment forms are available now at the Training Division, Industrial Relations Department, in the Administration Building. The telephone number is 3375.

Curso den Architectura Ta Duna Tips Valioso, Idea pa Trahador di Cas

Empleadonan cu tin intencion di traha of cumpra un cas lo hanja ocasion di conoce varios aspecto di arquitectura den un seminar cu ta worde teni for di Mei 14 pa Juni 8. E curso, cual ta worde presentá door di Seminar Committee, lo worde guiá pa Prof. John E. Sweet di Universidad di Miami.

Professor Sweet, kende tin un experiencia grandi como architect y kende tabata consultante di varios firma industrial y di arquitectura, lo presenta un curso cubriendo varios aspecto basico di arquitectura.

Dos grupo lo tuma parti den e seminar y lo reuni sea ariba Dialuna y Diarazon anochi for di 7:30 pa 9:30 of ariba Diamars y Diahuebes anochi durante e mes oranan. Por hanja formularionan di aplicacion na Training Division, IR Department.

cion y tópico. Tamanjo lo no worde tumá na consideracion den evaluacion di e jurado.

F.E. Griffin A Hanja Posicion Nobo na Esso

F. E. Griffin, anterior vice presidente ehecutivo di Lago, kende a laga servicio di Iranian Oil Refining Company y gerente general di Abadan Refinery, a worde nombrá gerente general (refineria) di Esso Petroleum Company, Ltd. E transfer a dreun na vigor Maart 14. Sr. Griffin su oficina ta na London, Inglaterra.

El a bai for di Lago Augustus 6, 1959, pa Iran despues di a traha na Aruba pa trinta anja. Sr. Griffin tabata vice presidente ehecutivo di Lago for di December 1956, te dia cu el a bai. El a cuminsa cu Lago September 12, 1929, como inspector di azeta na laboratorionan di inspeccion.



IN THE vicinity of Lago's Combination Units, above, are twenty-five employees of Aruba's Public Works Department, who toured the refinery March 14. Gathered, left, around the console in the control room of the Combination Units are employees of the printing firm that publishes the Aruba Esso News. They toured Lago March 17.

DEN VECINDARIO di Combination Units di Lago, ariba, tin e binticinco empleadonan di Departamento di Obras Publicas cu a bishita refineria Maart 14. Hunto rond di e console den cuarto di control di Combination Units, banda robes, ta empleadonan di e imprenta cu ta publica Aruba Esso News. Nan a bishita Lago Maart 17.



SHORTLY BEFORE Abraham van Woerikom left the Lago Police Department for retirement he was feted with a luncheon. Left to right are H. Dibbets, H. van Keeken, Mr. Van Woerikom, F. W. Switzer, W. G. Spitzer and Mrs. H. Dibbets.

UN POCO prome cu Abraham van Woerikom a kita for di Lago Police Department pa bai cu pension el a worde honrá cu un comento.

Karel Doorman

(Continúa di pagina 4)

Karel Doorman ta e único portaavion Holandes, y e ta reglá pa un funcion special dentro di forzanan internacional. Doorman no ta un portaavion di atake, pero mas liher un bapor anti-submarino of cazador. Aeroplanan a bordo ta diez-dos Trackers di dos motor y ocho helicopters di 1500 forza di cabai. Esakinan tin sonar como parti di su aparatonan di deteccion, cual por worde bahá den awa mientras e 'copter ta para keto. E senjalnan cu e operador di sonar e bordo di e helicopter recibí ta worde traduci den sentido di distancia y profundidad di e submarino enemigo y pasa pa e portaavion asina cu e Trackernan por tuma accion. E Trackernan por subi for di e dek sin asistencia. Ora nan ta pará ariba dek di vuelo y espacio ta limitá, e Trackernan por worde tirá for di un catapult di stier di 160 pia largo cu ta instalá ariba e dek di vuelo. Den bahamento, e aeroplanan di dos motor ta emplea e haak di rabo y cablanan di aguante ariba dek cu ta decelera e aeroplano rapidamente. Si e piloto hera e cablanan hydraulico pasá over di dek, el ta accelera motornan di e avion y ta bolbe subi. Esaki ta e motibo pa e inclinacion di e dek. Anteriormente

si un piloto hera e cablanan y si un reda protectivo no worde bentá na tempo, tabata posible pa e piloto por dal den e otro aeroplanan pará na punto leuw di e dek di vuelo. Ariba e portaavionnan di awendia manera Karel Doorman, e dek for di inclinacion ta dirigi e avion bai cu di e dek adilanti y atras unda por tin aeroplano pará.

Di promer vez cu Karel Doorman a bishita Aruba na 1950, el no tabatin un dek incliná. Doorman, yamá segun Almirante Karel W. F. M. Doorman, kende a muri cu su barco di bandera HRMS De Ruyter, Feb. 28, 1942, den e bataya di lamar di Java, a worde obteni for di Marina Ingles na Mei 1948. Actualmente, Karel Doorman cu a bishita Aruba luna pasá ta di segunda portaavion cu ta carga e number aki. E di promer, tambe tumá over di Marina Ingles, a dreun servicio na Maart 1946, y a sirbi den awanan di Pacifico te Maart 1948 tempo cu el a worde debolbí pa Inglaterra.

Formulario di Aplicacion Acepta te April 20 pa Olympiada Annual na LSP

Ademas di eventonan tradicional di atletismo y ciclismo, e di bintidos olympiada na honor di Anja di La Reina lo presenta varios evento abierta pa mucha homber y muher. Hunto cu e eventonan di costumbr na Lago Sport Park April 28 lo tin pelea di sushichi, wormento den sacco y corriendo wowo mará.

Mester di aplicacion pa participa den tur eventonan di e olympiada y nan mester worde mandá na sport April 28. E ora final ta 6 p.m. Reglanan di olympiada y confirmacion di aplicacion lo worde mandá pa aplicantenan varios dia di antemano.

E anja aki lo no tin bulamente di polstok ni salto leuw. Un miembro di junta a atribui esaki na falta di interes pa e ramonan aki.

Hizamento di peso y concursionan fysico lo worde teni e anja aki atrobe como parti di e olympiada. E competencia di hiza peso, comparti den siete clase di paso, lo tuma lugar na Sport Park, cuminzando pa 6 p.m. April 14.

Formularionan blanco di aplicacion por worde obteni for di M. Reyes, J. Briezen, J. Bislik, J. Brokke, E. E. Carilho, C. Bislip, J. Kock, M. Kemp y V. C. Thomson, tur miembronan di e junta di Lago Sport Park.

Schedule of Paydays

Semi-Monthly Payroll

March 16-31 Monday, April 9

Monthly Payroll

March 1-31 Tuesday, April 10

Portret di Color Sacá pa Empleadonan Solicita pa Calendar di 1963 di Lago

Portretnan di color sacá door di empleadonan atrobe lo forma parti di e calendar di Lago. Diez-dos vista di Aruba lo ilustra e calendar di 1963 y lo worde escohi den un concurso conduci pa Public Relations Department. E portretnan sacá door di empleadonan lo worde huzgá den un competicion mescos cu e concursionan di calendar cu a produci e portretnan bunita pa e calendarnan di 1959, 1960 y 1962.

Un jurado departamental lo escohe slides-nan di color y duna premio di Fls. 100 pa cada seleccion na empleadonan cu manda portret ganador aden.

Slides di color di cualkier tamanjo, muntra cualkier obheto di Aruba y tumá door di empleadonan di Lago of esnan cu pensioen por gana premio. E concurso pa scohe e diez-dos portretnan avor a habi y entradanan ta worde aceptá te Mei 31.

Seleccionnan pa e calendar lo worde haci door di un jurado di Public Relations Department.

E Reglanan

E reglanan pa e concurso ta bastante simple:

1. Solamente transparencia original di full-color lo worde considerá. No manda aden negatief di color, prints pintá na man of ningun portret di color geprint.

2. E transparencianan mandá aden mester ta di obhetonan di Aruba: hende, vista, lugar of cosnan.

3. Solamente transparencia mandá aden door di empleadonan of pensionistanan ta worde aceptá pa consideracion. Portretnan cu ta tuma parti den e concurso mester a worde sacá door di e persona cu manda nan aden.

4. Transparencianan cumprá pa medio di e competicion ta bira propiedad di Lago Oil & Transport Company, Ltd. Mientras tur esfuerzo lo worde haci pa debolbe na nan donjo e transparencianan usá, esaki no por worde garantizá.

5. Portretnan usá den e calendar cu ta muntra personanan cu por worde reconocí mester ta acompaña cu declaracionnan escrito na Public Relations Department, bisando cu e persona of personanan no tin nada contra pa nan portret worde usá den e calendar.

6. Empleadonan di Public Relations Department no por dreun e competicion. E departamento, sinembargo, ta reserva e derecho pa usa portretnan tumá door di e personal den e calendar si diez-dos entrada di suficiente alta calidad no worde mandá aden.

Transparencianan cu worde mandá aden lo haya mehor cuida posible mientras nan ta worde examiná. Promer di manda di entraga portret na Public Relations Department, fotografonan mester ta segur cu nan nanan y adre ta claramente indicá ariba cada portret y contenedor.

No tin limitacion na e cantidad di portret cu un empleado individual por manda aden, of na e cantidad cu un individuo por bende. Tampoco tin restriccion ariba tamanjo. Tur cos for di 35 mm te 8 x 10 duim ta aceptable. Portretnan ta worde huzgá ariba base di focus, color, composi-